



Highways Committee

Wednesday, 23 March 2011 at 7.00 pm

Committee Rooms 1, 2 and 3, Brent Town Hall, Forty Lane, Wembley, HA9 9HD

Membership:

Members

Councillors:

J Moher (Chair)
Powney (Vice-Chair)
Beswick
Butt
Jones

Alternates

Councillors:

Thomas
Crane
John
Arnold
R Moher

For further information contact: Joe Kwateng, Democratic Services Officer
020 8937 1354, joe.kwateng@brent.gov.uk

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The press and public are welcome to attend this meeting

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

Item **Page**

1 Declarations of personal and prejudicial interests

Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.

2 Minutes of the previous meeting - 9 February 2011 1 - 8

3 Matters arising (if any)

4 Deputations (if any)

5 Petition - Restoration of Watford Road bus stop

The following petition has been verified and contained names in excess of 50 registered electors

Restoration of Watford Road Bus Stop

This petition submitted by local residents requests the following:-

“The restoration of Watford Road bus stop to its original position with immediate effect.”

A report regarding this item appears under item 6 in the agenda

6 Petition for the Restoration of the Watford Road Bus Stop 9 - 16

The report advises the Committee that officers are currently consulting on proposals as part of the Sudbury and Harrow Public Realm Scheme. Members are requested to note that implementation of the scheme will allow the reintroduction of the bus stop outside of 32/34 Watford Road in a way that addresses the road safety and other issues that caused the bus stop to be moved in July.

Ward Affected: Sudbury;

Contact Officer: Tim Jackson,
Transportation Unit

Tel: 020 8937 5151

tim.jackson@brent.gov.uk

7 Standardising of arrangements for short term (controlled) on street parking 17 - 22

This report advises members of proposals to standardise arrangements for charging for short term “on street” parking where that parking is controlled, across the Borough. The effect of the proposals would be to, over time, identify locations where (controlled) free short term parking is allowed, and subject to appropriate consultation and the identification of resources, introduce pay and display parking in those areas.

Ward Affected: All Wards; **Contact Officer:** Tim Jackson,
Transportation Unit
Tel: 020 8937 5151
tim.jackson@brent.gov.uk

8 Briefing Report - Olympic Corridor Project 23 - 32

This report updates members about a series of 6 schemes which Officers are currently working on within the Wembley area that fall on the routes between Wembley Park, Wembley Central and Wembley Stadium Stations and the Olympic Venues aimed at promoting accessibility within the Wembley area and creating an improved public realm. These 6 schemes which together form the Olympic Corridor Project are programmed to be completed in advance of the Olympics in order that the benefits can be utilised to support the additional pedestrian activity that will take place at that time.

Ward Affected: Tokyngton; **Contact Officer:** Tim Jackson,
Transportation Unit
Tel: 020 8937 5151
tim.jackson@brent.gov.uk

9 Controlled Parking Zones programmes 2010/11 and 2011/2012 33 - 42

This report informs the Committee of the outputs and expenditure on the 2010/11 Controlled Parking Zones (CPZ) programme and seeks approval of the proposed work programme for 2011/12.

Ward Affected: All Wards; **Contact Officer:** Tim Jackson,
Transportation Unit
Tel: 020 8937 5151
tim.jackson@brent.gov.uk

10 Any Other Urgent Business

Notice of items to be raised under this heading must be given in writing to the Democratic Services Manager or his representative before the meeting in accordance with Standing Order 64.

11 Date of Next Meeting

The date of the next meeting of the Highways Committee will be confirmed at the Full Council meeting on 16 May 2011



- Please remember to **SWITCH OFF** your mobile phone during the meeting.
- The meeting room is accessible by lift and seats will be provided for members of the public.
 - Toilets are available on the second floor.
 - Catering facilities can be found on the first floor near The Paul Daisley Hall.
 - A public telephone is located in the foyer on the ground floor, opposite the Porters' Lodge



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Wednesday, 9 February 2011 at 7.00 pm

PRESENT: Councillor J Moher (Chair), Councillor Powney (Vice-Chair) and Councillors Beswick and Jones

Also present: Councillors Brown, Cheese, S Choudhary, Daly and Lorber

Apologies were received from: Councillors Butt

1. **Declarations of personal and prejudicial interests**

None.

2. **Minutes of the previous meeting held on 14 December 2010**

RESOLVED:-

that the minutes of the previous meeting held on 14 December 2011 be approved as an accurate record of the meeting.

3. **Matters arising (if any)**

None.

4. **Deputations (if any)**

None.

5. **Petitions**

The Committee noted that the following petitions containing in excess of 50 signatures had been received:-

(i) **Petition requesting a review of the Maybank Avenue One Way System**

The petition which was presented by Councillor Daly, ward member, requested the following:

“A review of the Council’s decision on one way system resulting in the closure of Maybank Avenue to traffic entering it from Harrow Road.”

In addressing the Committee, Councillor Daly stated that she had been approached by a large number of residents who had expressed concerns about the existing Maybank Avenue one-way system on grounds of serious obstruction to the emergency services (ambulance, fire and police), increased traffic and increased congestion in the Maybank Avenue area. Councillor Daly requested the Committee to instruct the Head of Transportation to undertake another full consultation with residents to assess the situation that had arisen since the decision to introduce the one way system was made.

RESOLVED:-

that the contents of the petition be noted.

Further decisions regarding this petition appear under minute 6.

(ii) Petition requesting a review of timing restrictions in Temple Road, GM CPZ zone.

The petition which was presented by Mr Demos Philiastides, the owner of the local Manor Health Club requested the following:

“The aim of this petition is to request that Brent Council considers the views of our members and members of the local community and looks at the issue of parking in Temple Road. The request is to reduce the current timings (for example like the neighbouring GA Zone’s timings of 10 am- 3 pm). This will help the Health and Safety of all our members in particular our older and female members. We also feel that the current meter charges are excessive with rates of £4 for 2 hours. These rates are double and more compared to rates in other boroughs”.

Mr Demos Philiastides informed members that Manor Health Club was losing membership and revenue due to the extended hours of operation of the controlled parking zone for GM zone from 10:00am-9:00pm. In support of his petition, he referred to a letter from one of his members who gave notice of termination of her membership due to lack of parking, the extended hours of the CPZ hours of operation and exorbitant pay and display rates. Mr Philiastides requested members to reduce the hours of operation to bring the GM zone into parity with the neighbouring GA zone where controlled parking timing was 10:00am-3:00pm.

Ms Helen Saunders a local resident also spoke but in objection to the petition. Ms Saunders informed members that the petition submitted by Mr Philiastides did not have the support of local residents as it was organised by and for the benefit of the management and users of Manor Health Club only. As most of the signatories did not live in the area, the petition did not reflect the sentiments of local residents. She continued that the GM CPZ hours of operation was introduced in 2003 after extensive consultations with residents, 74% of whom were in full agreement. Ms Saunders added that currently it was difficult for local residents to find parking spaces for their vehicles and that any reduction in the timings for GM CPZ zone would add to the existing parking problem in the Temple Roads area.

RESOLVED:-

that the contents of the petition be noted.

Further decisions regarding this petition appear under minute 7.

(iii) Petition requesting changes to parking arrangements in Cobbold Road, NW10.

The petition which was presented by Mr Damien Brola, a local resident requested the following:

“We hereby object to the proposed changes in residential parking scheme. We feel that the proposed changes are unfair and will make us pay more than we currently pay and we feel this is another excessive charge for what we are already charged for our road tax. We do not want our street to be part of this scheme.”

Mr Brola in his address to the Committee stated that the proposed emission based charging system which he felt had been rushed through without adequate consultation with residents would be excessive as well as punitive. Mr Brola urged members to scrap the proposed emission based charging scheme which he added would result in steep increase in the cost of residents and visitor’s parking permits.

RESOLVED:-

that the contents of the petition be noted.

Further decisions regarding this petition appear under minute 8

(iv) Petition requesting the relocation of a bus stop in Willesden Lane near Christchurch Avenue

The petition which was presented by Mr Robert Sanger, a local resident requested the following:

“A petition to restore the Christchurch bus stop to its original position for pedestrian and vehicle safety.”

Mr Sanger informed the Committee that the present location of the bus stop had given rise to numerous personal injury accidents due to a lack of pedestrian refuge and poor visibility which made overtaking almost impossible. He complained that residents were not consulted about the relocation of the bus stop until after it had been implemented. Mr Sanger urged members to re-assess the pedestrian and vehicular safety of the bus stop and consult with all local residents in identifying a suitable location for the bus stop.

Councillor Cheese, a ward member echoed the sentiments expressed by Mr Sanger.

RESOLVED:-

that the contents of the petition be noted.

Further decisions regarding this petition appear under minute 9

6. Petition for the review of one way system, Maybank Avenue

This report informed the Committee of a petition seeking a review of traffic arrangements at the junction of Harrow Road and Maybank Avenue. The petitioners were concerned about the impact of the arrangement on (vehicle) journey times for residents and visitors to the Maybank Avenue, Rosebank Avenue, Fernbank Avenue area.

Peter Boddy (Traffic Team Leader) started by setting out the background that led to the decision to implement the one way scheme in Maybank Avenue. He then detailed the alternative options that could be considered together with each option's effectiveness to address the concerns of the petitioners.

He stated that the re-introduction of a simple cross-road arrangement with give-way or stop lines and traffic calming measures would address concerns about access but not the fundamental problem of, chiefly, uncontrolled movements across the junction. The second option of introducing traffic signals at the junction with appropriate signal phasing would facilitate the north-south rat-running through the area thus giving rise to road safety and environmental issues. More importantly, the number of vehicular movements would not justify the introduction of signals and the investment required at a time when TfL (who were responsible for signals in London) were seeking to reduce the use of signals.

In respect of the third option, Peter Boddy stated that the introduction of a mini-roundabout would not wholly address the issue of traffic conflicts and would probably require the existing pedestrian crossing facility to be re-located whilst at the same time encouraging rat-running. The final alternative option involving the removal of the one-way arrangements and banned "U" turn arrangements would simply shift the U turning movements to locations away from the junction where enforcement was not possible or practicable. In addition to the risks of accidents officers could not guarantee that resources would be continuously available for enforcement to the detriment of other locations in the Borough.

With these in view, the Traffic Team Leader concluded that the current arrangement was successfully addressing the road safety issues that previously existed at the junction and that no practicable alternative arrangements that would address both the safety risk and concerns over journey times had been identified. He confirmed that the emergency services had originally been consulted about the arrangements now installed at the Maybanks Avenue/Harrow Road junction and had not since contacted the officers over the arrangements.

Councillor Lorber, ward member, stated that the scheme was introduced in order to overcome the traffic problems and accidents in the area. In his view, the scheme had been successful in terms of accident and traffic reduction although with a slight inconvenience to some residents. Additionally Councillor Lorber added that as the

local Sudbury Primary School was being expanded there was every reason to maintain the one way. He therefore endorsed the officer's recommendation.

RESOLVED:-

- (i) that the contents of the petition and the review of the implemented scheme be noted;
- (ii) that the situation be continued to be monitored but that no changes should be made to the existing arrangements at the Harrow Road/Maybank Avenue junction at this time.

7. Petition requesting a review of timing restrictions in Temple Road, GM CPZ zone

This report advised the committee of a petition received in relation to the hours of operation of the GM controlled parking zone (CPZ) and charges for "pay & display" parking and signed by members of the Manor Health Club in Temple Road. The report from the Head of Transportation outlined the background and officers' response to the issues raised in the petition.

Tim Jackson (Head of Transportation) in setting the background to the current operational hours of GM CPZ zone informed the committee that a review of the parking restriction carried out in June 2003 showed that residents who lived close to Cricklewood Broadway generally wanted to keep the existing CPZ times of 10am to 9pm, Monday to Saturday. As a result of a further petition another consultation with residents and businesses took place in 2004 which confirmed support for the operational hours. He continued that that it would be inappropriate to consult businesses and residents of Temple Road (about operational hours) in isolation from a wider review of GM CPZ – since any changes would have an impact over a wider area.

Tim Jackson stated that whilst shorter hours operation of the pay & display bays (only) in Temple Road would meet the aspirations of the petitioners, they would have financial implications for the Council, lead to confusion for motorists (particularly visitors) as well as set a precedent which could undermine the concept of consistency that had been applied up to now. For those reasons he would not recommend that approach

In highlighting the 2011/12 CPZ works programme, the Head of Transportation stated that priority would be given to works outstanding from 2010/11 reviews and that it was unlikely to prioritise GM CPZ zone. He however undertook to consider a scheme to review the operational hours of GM CPZ when compiling the draft 2011/12 CPZ work programme for the Committee's consideration and recommended that the petition be noted with no further action being taken in regards to the charges in Temple Road, GM CPZ or across the Borough.

Councillor Choudhary a local resident added that his support for the amalgamation of both GA and GM ZPZ zones. This was echoed by another local resident who expressed a view that the hours of operation were punitive and the pay and display rates exorbitant.

RESOLVED:-

- (i) that the contents of the petition be noted;
- (ii) that the response of officers to the petition as set out in the report from the Head of Transportation be noted and agree that officers consider including a review of the GM CPZ operational hours when compiling the 20011/12 CPZ works programme for the committee's approval in due course subject to the necessary funding;
- (iii) that the lead petitioner be informed of the decision of the Highways Committee in regard to this matter.

8. Petition Changes to parking arrangements in Cobbold Road NW10

This report advised the Committee of a petition received, from residents of Cobbold Road, which opposed the proposals to introduce a vehicle emission-based scheme of charges for residents parking permits. The report outlined the process for considering representations to the proposals and confirmed that the views of the petitioners would be properly considered before a decision was made.

Tim Jackson (Head of Transportation) informed the Committee that the proposals to introduce vehicle emission based parking charges were set out in a report to the Executive Committee on 11th August 2010 which delegated the responsibility for considering any representations and making a decision to the Director of Environment and Neighbourhood Services. He informed members that officers were collating all responses to the consultation and would compile a report for decision by the Director of Environment and Neighbourhood Services in accordance with the Executive's decision. He continued that the petition by the residents of Cobbold Road would be properly considered and the lead petitioner informed when a decision was made by the Director of Environment and Neighbourhood Services. In the meantime Tim Jackson recommended members to note the contents of the petition.

RESOLVED:-

- (i) that the contents of the petition and the issues raised be noted.
- (ii) that the response of officers to the petition, as set out in this report be noted.
- (iii) that the main petitioner should be informed of the Committees consideration of this matter.

9. **Petition - Willesden Lane Bus by Christchurch Avenue**

This report informed members of a petition entitled "Petition to restore the Christchurch bus stop to its original position for pedestrian and vehicle safety". The report outlined officer's investigations and stakeholder engagement on the matter. Tim Jackson (Head of Transportation) informed members that the responsibility for the siting of bus stops rested with Transport for London (TfL)/London Buses although local decisions were generally taken in consultation with the Council (as the Highway Authority and the primary interface with local residents) and the Police. Members noted that in July 2010 a bus stop on Willesden Lane was relocated from a location close to Christchurch Avenue to a position approximately 150m north-westwards in response to road safety concerns.

The Head of Transportation continued that a number of representations had been made directly to TfL/London Buses on the issue seeking the relocation of the bus stop to its original position. In response to those representations TfL/London Buses had consistently refused to relocate the stop back to its original position on the grounds that the decision to relocate the stop was made on road safety grounds and with consideration of Disabled Disability Act (DDA) issues. The Head of Transportation added that there was no ideal location for a bus stop along the section of Willesden Lane and on balance concluded that the current (relocated) position was the most suitable location.

Members noted the issues raised by the petition and the responses by the Head of Transportation and on balance felt that there was no reason to instruct officers to pursue an alternative course and accordingly;

RESOLVED:-

- (i) that the contents of the petition and the issues raised be noted;
- (iii) that the course of action taken by officers in relation to the issue be noted.

10. **Local Implementation Plan - TfL capital allocation programme 2011-12**

The predominant source of funding for schemes and initiatives to improve transport infrastructure and influence travel patterns in Brent is the annual Local Implementation Plan (LIP) funding allocation from Transport for London (TfL). This report outlined changes to the arrangements for making that allocation, provided details of the LIP allocation and scheme programme for 2011/12, as recently confirmed by TfL - and sought approval to implement the schemes and initiatives within that programme.

Adrian Pigott (Acting Policy Manager) informed the Committee that the 2011-2012 Annual Local Implementation Plan (LIP) Funding Application was submitted to TfL for a decision, following consultation with the Lead Member for Highways and Transportation on 8th October 2010. The decision was made in consultation with London Councils and the London Boroughs. He informed members that TfL had confirmed an allocation of £3,591,000 to Brent for 2011/12 to implement the schemes and initiatives as set out in the report by the Head of Transportation (Table 2). He recommended the Committee to authorise the Head of

Transportation to commence design, consultation and implementation of the schemes and initiatives as set out in the table and to prioritise the implementation of the programme so as to deliver it within the financial year 2011/12.

Members welcomed the report and in agreeing to the recommendation;

RESOLVED:-

- (i) that the TfL capital allocation of £3,591,000 for the financial year 2011/12 be noted;
- (ii) that the Head of Transportation be instructed to implement the schemes and initiatives set out in the report and ensure their delivery using the allocated budget resources;
- (iii) that the Head of Transportation be authorised to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders if there are no objections or representations, or if the Head Transportation considers the objections or representations are groundless or insignificant and otherwise to refer objections or representations to the Committee for further consideration.

11. Any Other Urgent Business

None raised at this meeting.


12. Date of Next Meeting

RESOLVED:-

to note that the next meeting would take place on Wednesday 23 March 2011 at 7:00pm.

The meeting closed at 8.20 pm

J MOHER
Chair

	<p>Highways Committee 23rd March 2011</p> <p>Report from the Head of Transportation</p>
For Action	Wards Affected: Sudbury
<p>Petition for the Restoration of the Watford Road Bus Stop</p>	

1.0 Summary

- 1.1 Members will be aware that the responsibility for the locating of bus stops lies with Transport for London (TfL)/London Buses although local decisions are generally taken in consultation with the Council (as the Highway Authority and the primary interface with local residents) and the Police.
- 1.2 In July 2010 a bus stop on Watford Road was temporarily relocated from a location outside of 32/34 Watford Road to a location outside of 60/62 Watford Road in response to road safety concerns. The temporary bus stop was later removed in response to road safety and amenity concerns highlighted by residents living in the proximity of the stop. As a result those bus users that used the original bus stop have had to use the nearest alternative existing stop (which is some distance away - outside 786 Harrow Road) for several months.
- 1.3 This report informs members of a petition entitled "Petition for the restoration of the Watford Road Bus Stop." The report outlines officer's investigations into the matter.
- 1.4 The report advises the Committee that officers are currently consulting on proposals as part of the Sudbury and Harrow Public Realm Scheme. Implementation of the Scheme will allow the reintroduction of the bus stop outside of 32/34 Watford Road in a way that addresses the road safety and other issues that caused the bus stop to be moved in July.

2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the issues raised.

2.2 That the Committee notes the course of action taken by officers in relation to the issue.

3.0 Petition

3.1 A petition received by the Council via Councillor Mary Daly, requests the restoration of the bus stop outside of 32/34 Watford Road. It has been verified by officers.

3.2 The full wording of the petition is included in a covering letter shown at Appendix 1. The sense of the petition can be summarised in the following extract:

“We would strongly urge you – our local ward Councillor – to have the Council restore, with immediate effect, this crucial bus stop, to its original location.”

3.3 The petition contains approximately 108 signatures.

4.0 Detail

4.1 TfL/London Buses are responsible for the locating of bus stops in London. Generally agreement on individual locations is reached in consultation with the Council (as the Highway Authority and the primary interface with local residents) and the Police. The Council is responsible for implementing certain controls (bus stop “cages”, waiting restriction etc.) that may support the effective use of bus stops.

4.2 In response to an assessment of road safety issues at a number of bus stops in Brent, including the bus stop outside 32/34 Watford Road, a meeting was held between representatives from the Police, London Buses and Brent Council on 19th July 2010.

4.3 At the meeting it was agreed that, in response to the assessment, the bus stop at Watford Road should be suspended. All parties agreed that it was important to maintain a bus stop close to the original location until a suitable permanent location could be identified. A site assessment determined that a location outside 60/62 Watford Road would be suitable as an interim measure. Accordingly a temporary stop was located there.

4.4 Subsequently officers received a number of communications from residents and local Ward Members in relation to the interim bus stop location. Residents were concerned about road safety, amenity issues and inconvenience in relation to the temporary bus stop.

4.5 In response to the strength of feeling from the community, and the on-going concerns regarding safety, officers asked TfL to remove the temporary bus stop on the 1st September 2010. It was removed the same day.

Bearing in mind the concerns in relation to the original bus stop location had not been addressed, officers were unable to recommend restoring the bus

stop to its original position. They were also unable to identify a suitable alternative location.

This has meant that those bus users that used the original bus stop have had to use the nearest alternative existing stop for several months. That stop is located outside 786 Harrow Road and is approximately 270m south of the original bus stop.

- 4.6 Recognising the problems that removing bus stops cause officers have been working to determine the most suitable location for the bus stop with regard to:
- Ease of access for bus users
 - Pedestrian safety
 - Road safety generally
 - Disability Discrimination Act (DDA) compliance

- 4.7 Representations have been made directly to TfL/London Buses on the issue. In the main, those representations have sought the relocation of the bus stop to its original position.

In response to those representations TfL/London Buses have consistently refused to relocate the stop back to its original position. They have consistently stated that the decision to relocate the stop was made on the grounds of road safety and with consideration of DDA issues. In essence they are of the view that the original location was unsafe.

- 4.8 Officer's investigations have determined that the most appropriate location for the stop was in its original location outside of 32/34 Watford Road. This is consistent with the views expressed in the petition.

However officers have also recognised that there is a need to amend the layout of bus stop and make modifications to the Zebra crossing (that adjoined the original bus stop) so as to address that original concerns about road safety and disabled access.

- 4.9 Since the concerns in relation to the bus stop emerged, officers have been developing the, TfL funded, Sudbury and Harrow Public Realm scheme.

This scheme is within the 2011/12 TfL (Local Implementation Plan) capital programme approved by the Committee at its meeting on 9th February 2011. The scheme has a broad scope covering improving - road safety, the public realm, facilities for bus users and rationalising and/or improving on street parking controls in the area.

Opportunity was taken to address the issues associated with the original bus stop location when developing this scheme.

- 4.10 Officers were recently able to obtain the agreement of the Police and TfL/London buses to a new arrangement in the vicinity of 32/34 Watford Road. This would, if implemented, allow the reintroduction of the bus stop at its original location.

The proposal is currently being consulted on as part of the wider Sudbury and Harrow Public Realm scheme. Ward members were given the opportunity to discuss the proposals at the development stage.

- 4.11 Subject to the outcomes of the consultation process, it is proposed to implement the Sudbury and Harrow Public Realm scheme during the forthcoming (2012/13) financial year.

In recognition of the problems and inconvenience that the removal of the bus stop outside 32/34 has caused, it is proposed to undertake the necessary changes that will allow the reintroduction of the bus stop early within the wider Scheme implementation programme.

Accordingly it is anticipated that the bus stop will be restored, in a way that addresses the earlier road safety and access issues, during the first quarter (April- June) Q1 of the 2012/13 financial year.

5.0 Financial Implications

- 5.1 This is essentially an information item and has no financial implications at this time.

6.0 Legal Implications

- 6.1 None at this time

7.0 Diversity Implications

- 7.1 No significant issues

8.0 Staffing/Accommodation Implications

- 8.1 None at this time

8.0 Environmental Implications

- 8.1 None at this time

Background Papers

Petition.

Sudbury & Harrow Road Public Realm Scheme papers

Appendices

Appendix 1 – Extract of petition submitted January 2011

Contact Officers

Tim Jackson, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5151

Appendix 1

11th January 2011

Cllr. Mary Daly
Labour Members' Room
Brent Town Hall
Forty Lane, Wembley
Middx
HA9 9HD

Dear Cllr. Daly,

Restoration of the Watford Road Bus Stop

Your letter of December 2010 is an absolute God send.

We, the residents of the Sudbury Ward, who have been so adversely affected and inconvenienced by the hard-hearted action of London Buses to **ARBITRARILY ELIMINATE THIS BUS STOP WITHOUT ANY PRIOR WARNING OR CONSULTATION OF ANY SORT,** have been left totally helpless not knowing who to make representations to during this terrible winter weather we have recently experienced.

We have, therefore, assembled a Petition and are forwarding it to you with the request that you may please take whatever action is necessary to have Brent Council move in the matter as one of utmost urgency in view of this unjustified arbitrary action which has inflicted untold misery and suffering on the regular bus users in the Sudbury Ward - especially the helpless seniors who have been, quite unjustifiably, called upon to make additional treks to alternate bus stops, on icy pavements, often risking life and limb, through no fault of their own.

We would strongly urge you - our local Councillor - to have the Council RESTORE, WITH IMMEDIATE EFFECT, THIS CRUCIAL BUS STOP, TO ITS ORIGINAL LOCATION - ONE THAT HAS EXISTED FOR WELL OVER 25 YEARS OR MORE - rather than continue to inflict needless further additional suffering on the on the bus commuter residents of the Sudbury Ward especially these harsh winter months.

Whilst fully appreciating your concerns for us helpless constituents, we shall be most grateful for your kind support and urgent action in this regard **PENDING PROPER PRIOR CONSULTATION BEFORE IMPLEMENTATION OF** of any new Traffic Scheme for the area.

Thank you very much,
Yours faithfully,

THE PETITIONERS OF THE SUDBURY WARD
(List Of Names & Addresses Attached)

Copy To : The Editor, Wembley Observer

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Highways Committee 23rd March 2011

Report from the Head of Transportation

For decision

Wards Affected: All

Standardising of arrangements for short term (controlled) on street parking

1.0 Summary

- 2.1 This report advises the Committee of proposals to standardise arrangements for charging for short term on street parking, where that parking is controlled, across the Borough.
- 2.2 The effect of the proposals would be to, over-time, identify locations where (controlled) free short term parking is allowed and, subject to appropriate consultation and the identification of resources, introduce pay and display parking in those areas.
- 2.3 The report seeks approval to commence that process.

2.0 Recommendations

- 2.1 That the Committee gives approval to proposals, as set out in this report, to introduce pay and display parking controls at locations where free, but controlled, parking arrangements currently exist.
- 2.2 That the Committee delegates authority to the Head of Transportation to implement pay and display controls at identified sites subject to appropriate consultation arrangements being followed and the identification of funding for implementation.

3.0 Background

- 3.1 On 13th December 2010, in a report on fees and charges, the Executive noted proposals to “review anomalies for charging for on-street parking spaces on Bridge Road (Wembley), Preston Road and on the Park Royal Industrial Estate”.

Parking in Brent is managed through the use of a range of controls.

These range from the use of Controlled Parking Zones (CPZ's) where all on street parking space is defined and controlled to controlled arrangements in town centres/shopping areas where a proportion of on street parking space is defined and controlled to other (chiefly residential) areas where yellow line controls exist primarily for the maintenance of road safety and to minimise congestion.

Charging for parking, where appropriate, is an integral part of the management arrangements.

- 3.2 Within CPZ's, visitors, other than those who have access to visitor permits, pay for on street parking through “pay and display” arrangements when controls are in force.

Brent has adopted a policy of having a single scale of pay and display charges across the Borough regardless of where the parking bay is situated and whether the bay is within or outside a CPZ. Accordingly a motorist pays the same charge (per hour) for parking in a pay and display bay in Kingsbury as in Queens Park, Harlesden or Wembley.

- 3.3 However, there exists a relatively small number of locations within the Borough where parking is controlled but - for local or historical reasons, no charge for parking is made. In the main these are locations where parking is allowed, between specific times, free of charge for a limited period provided that the motorist does not return to that location after a specific period of time.

4.0 Proposals

- 4.1 There are a number of issues relating to these “free short term” parking bays:

- (i) Firstly they represent an inconsistency. Motorists parking in these bays do so free of charge whilst they would be charged at other generally similar locations. As a result visitors are effectively encouraged to visit certain areas/locations to the possible detriment of others.
- (ii) Secondly, the arrangements at these locations could be argued as contrary to the Council's policy of encouraging the use of more sustainable transport modes and discouraging non-essential car journeys.
- (iii) Lastly, because they are difficult to enforce without significant deployment of resources, there is a low level of compliance with the controls (in relation to

the maximum stay period) and as a result their purpose (to provide short stay parking for visitors) is undermined.

4.2 It is proposed to undertake a programme of identifying locations where “free short term” parking bays exist within controlled parking areas and, subject to proper consultation processes being followed, and the identification of the necessary resources, introducing pay and display parking in those areas. Such a programme would, over time, address the issues identified above.

4.3 It is not proposed to introduce pay and display arrangements in areas where no parking controls, other than simple yellow line controls, currently exist. Changes at those locations would require a separate process to be followed – as is currently the case.

4.4 Examples:

4.4.1 To date, two locations have been identified for action. These are at Preston Road and Bridge Road. At both these locations, free parking is allowed between specific times.

4.4.2 A number of site visits by officers has identified that many of the spaces at Preston Road are occupied for longer than the free (1hr) period and over a longer period in Bridge Road. This precludes a reasonable turnover of space and hence does not necessarily support local business. It also does little to discourage non-essential car use.

4.4.3 Conversely, the effect of the short, (one hour) maximum stay, period on compliant motorists is to discourage them from using the bays on Preston Road for tasks (eg visiting adjacent businesses) that are likely to take over one or two hours to complete. Again this does not necessarily support local business. This would be addressed by the introduction of “pay and display” parking which allows parking for longer periods (but discourages longer stays through the charging scales).

4.4.4 The controls and number of bays affected at Preston Road and Bridge Road are set out below.

Location	Preston Road (including side roads)	Bridge Road
Nos of parking spaces (approx)	96	20
Period of controls	Monday – Saturday 8am – 6.30pm	Monday – Saturday 9.30 – 4.30pm
Maximum stay period	1 hr	Unlimited
Maximum stay period on Event days	2 hrs	2 hrs

4.4.5 The introduction of pay and display arrangements at these locations is not anticipated to cause significant displacement to nearby locations where it would adversely impact on road safety, congestion or local amenity. In the case of Preston Road, parking may be displaced to the nearby public car park which is under-utilized and has lower charges than apply “on-street”. In the case of Bridge Road, the closest adjacent roads are protected by existing yellow line controls.

Committee will need to note that Bridge Road was the subject of a proposal to introduce pay and display controls relatively recently and the proposal did not receive local support.

A small number of other locations where similar anomalies exist have been identified. These include Harrow Road by Park Lane, Harrow Road (by the North Circular Road) and Wembley Park Drive. Subject to Committee’s approval of the recommendations, and proper consultation, it is proposed to introduce pay and display in those areas.

The roads in Park Royal referred to in the 13th December 2010 report to the Executive are fundamentally different to the locations identified above. It is proposed to review those locations, and report back to Highways Committee, as part of a separate review.

5.0 Proposal - Summary

5.1 It is envisaged that a small number of similar inconsistencies exist across Brent. It is proposed to identify those locations and, subject to the proper process being followed and the necessary resources being identified, introduce pay and display at those locations.

It is not proposed to introduce a pay and display arrangements at local shopping parades or small groups of retail premises where no parking controls of any kind currently exist.

6.0 Consultation

6.1 It is not considered appropriate to seek views on individual site proposals by means of a questionnaire.

It is proposed to inform residents and businesses in the immediate area vicinity of the proposed changes of the proposals and invite representations as part of the statutory consultation associated with the necessary amendments to Traffic Orders. The statutory process requires that all representations are appropriately and properly considered (by the Committee or as delegated to Officers) before any decision on implementation is made.

6.2 The use of letters to notify stakeholders of any proposals would ensure proper engagement takes place prior to any decisions being made.

7.0 Financial implications

- 7.1 The cost of identifying locations, developing proposals and undertaking the necessary consultation is estimated to be around £10,000 and can be met from the (Transportation) Revenue budget for 2011/12.
- 7.2 However, the proposals would not be progressed without identification of capital budget for the installation of pay and display machines and signage and a satisfactory financial business case.
- 7.3 The estimated costs and income associated with the two locations described is as follows:

Location	Nos of machines required	Cost of machines and signage (£k pa)	Operational costs (£k pa)	Estimate of income (pa) from charges (£k pa)
Bridge Road	2	10.0	2.0	34.00
Preston Road	8	40.0	6.0	162.00
Total	10	50.0	8.0	196.00

- 7.4 The projection is that the proposals would generate an estimated nett machines and signage would be approximately £9k which could be met from the nett additional income of £179k pa. There is therefore a satisfactory business case for a self funded scheme which can be funded either through prudential borrowing or through the Parking Revenue Account. Any other site where similar proposals were developed would need to have a similarly sound business case before they could be progressed to the consultation stage.

8.0 Legal Implications

- 8.1 The “pay and Display” and permit parking methods of parking control and parking prohibitions (waiting and loading restrictions) associated with implementing the CPZ’s detailed will require the making of a traffic regulation order under the Road Traffic Regulation Act 1984. The procedures to be adopted from making the actual order and any amendments thereto are set out in the Local Authorities ‘Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 8.2 The procedures require a period of statutory consultation, which mean the authority, must properly consider any comments and objections to be schemes. If it fails to do this the implementation of the scheme would be unlawful and it would be impossible to enforce. If the process is not carried out properly the decision could be challenged by way of judicial review with the same result.
- 8.3 Members have authorised the Director of Transportation to commence the statutory consultation process in respect of certain schemes and to consider and reject objections of representations if he thinks that they are minor or vexatious. If following the consultation process it is considered the schemes or any of them

should go ahead then the Director of Transportation is authorised to implement the schemes. This means a further report will not be brought before this committee prior to implementation if there are no objections, or only minor or vexatious objections, which the Director considered should be overruled.

9.0 Other implications


9.1 No other significant implications.

Background Papers

None

Contact Officers

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	<p>Highways Committee 23rd March 2011</p> <p>Report from the Head of Transportation</p>
<p>For information</p>	<p>Wards Affected: Wembley Central, Tokyngton</p>
<p>Briefing Report - Olympic Corridor Project</p>	

1.0 Summary

- 1.1 During the forthcoming 2012 Olympics both Wembley Arena and Wembley (National) Stadium will be Olympic venues.
- 1.2 Officers are currently working on a series of 6 schemes within the Wembley area that fall on the routes between Wembley Park, Wembley Central and Wembley Stadium Stations and these Olympic Venues. These 6 schemes together form the Olympic Corridor Project.
- 1.3 The aim of these schemes is to promote accessibility within the Wembley area and create an improved public realm.
- 1.4 These projects are programmed to be completed in advance of the Olympics in order that the benefits can be utilised to support the additional pedestrian activity that will take place at that time.
- 1.5 This report informs members of the current progress on this project

2.0 Recommendation

- 2.1 That the Committee notes the contents of this report.

3.0 Detail

- 3.1 In 2009 Transport for London invited Boroughs to bid for funding towards Olympic Venue accessibility and public realm improvement projects. Brent submitted a bid focused on promoting accessibility and improving the public realm between the three Wembley Stations and the two Olympic Venues. However there was a high demand on limited level of funding and Brent was unsuccessful with its bid.

- 3.2 However the development of the bid did identify a need to improve accessibility through the Wembley area - not just to support the existing pedestrian activity but also to support the ongoing regeneration of Wembley. The opportunity to create an improved public space at the Empire Way/ Wembley Hill Road junction as a facility for the community was also identified.
- 3.3 It was considered desirable, within the constraints of not prejudicing future development or funding opportunities as part of the Wembley regeneration, to deliver these accessibility improvements prior by the end of the 2011/12 financial year to support the additional activity that would take place in Wembley during the Olympics.
- 3.4 Six schemes have been developed under the umbrella of the Olympic Corridor Project. All of the schemes support the original aspiration of promoting accessibility from the 3 Wembley Stations to the two Olympic venues but , also offer significant benefits to the existing community promoting sustainability and improving road safety by addressing existing personal injury accident problems.
- 3.6 The six schemes are;
- Bridge Road / Brooke Avenue (Plan enclosed as Appendix 1). The main aim of this scheme is to improve pedestrian accessibility from Wembley Park Station and around the junction of Brook Avenue, Bridge Road and Wembley Hill Road, to improve the street scene of the area and address road accidents
 - Empire Way / Wembley Hill Road (Plan enclosed as Appendix 2). The main aim of this scheme is to provide a more attractive and easily accessible public space for the community through the removal of the existing gyratory.
 - South Way / Wembley Hill Road (Plan enclosed as Appendix 3). The scheme introduces formal pedestrian crossing 'Green man' facilities at the existing signalised junction.
 - Wembley High Road outside of Brent House (Plan enclosed as Appendix 4). The proposal is to construct a central reservation on the High Road outside of Brent House. The central reservation will provide protection for the high level of pedestrian's activity that takes place at this location, will reduce the number of accidents involving pedestrians and provide the opportunity for public realm improvements including tree planting.
 - Park Lane / High Road (Plan enclosed as Appendix 5). This scheme introduces formal pedestrian crossing 'Green man' facilities across the Park Lane arm of the junction adding to the existing facilities that exist across the High Road.

- Legible London Signing: The scheme proposes to introduce "Legible London" in Wembley. The Legible London signing system uses a range of information, including street signs and printed maps, to help people find their way. It's also integrated with other transport modes so when people are leaving the Underground, for example, they can quickly identify the route to their destination

4.0 Progress

- 4.1 Officers have been concerned to design a project comprising elements that (i) are of permanent benefit, (ii) are deliverable prior to the Olympics, (iii) are consistent with the design principles set out in the Council's "Place-making Guide" and other guidance/advice for the area and (iv) do not compromise wider regeneration aspirations or (developer) obligations.

Discussions have taken place with both The London Organising Committee of the Olympic and Paralympics Games (LOCOG) and The Olympic Delivery Authority (ODA) in relation to the proposals. Feedback has been positive.

- 4.2 Discussions have also taken place internally with the Wembley Project Group, the Planning Service, specifically in relation to strategic planning for the area and in particular the "North West Lands" application, the Network Management Team whom are responsible for the management of events at Wembley National Stadium. Again, feedback has been positive.
- 4.3 Preliminary discussions on proposals between officers and Ward Members took place during January/February 2011. Consultation with the wider community on the various schemes took place during February/March 2011, closing on the 14th March. Results of the consultation exercise are currently being analysed.
- 4.4 Subject to outcomes of the consultation process, officers would expect to be able to commence a staged implementation of the individual elements. Works are programmed to commence in quarter 1 of the 2011/12 financial year with a programme completion by the end of quarter 3.

5.0 Funding of the Schemes

- 5.1 The largest contribution of £715,000 will be provided by Transport for London (TfL) through the Council's annual Local Implementation Plan (LIP) "corridors & neighbourhoods" programme. That programme was approved by the Committee at their meeting on 9th February 2011.
- 5.2 A further £492,000 will be provided from Developer (Section 106) contributions that have been ring fenced for sustainable transport, accessibility and landscaping.

- 5.3 Finally, and subject to Executive Committee approval on 14th March 2011, approximately £200,000 of essential carriageway and footway renewal work will be undertaken, integral within the overall project, utilising the (2011/12) Councils Highways Maintenance Capital Programme Budget.

5.0 Financial Implications

- 5.1 This is essentially an information item and has no financial implications at this time.

6.0 Legal Implications

- 6.1 None at this time

7.0 Diversity Implications

- 7.1 No significant issues

8.0 Staffing/Accommodation Implications

- 8.1 None at this time

9.0 Environmental Implications

- 9.1 None at this time

Background Papers

None

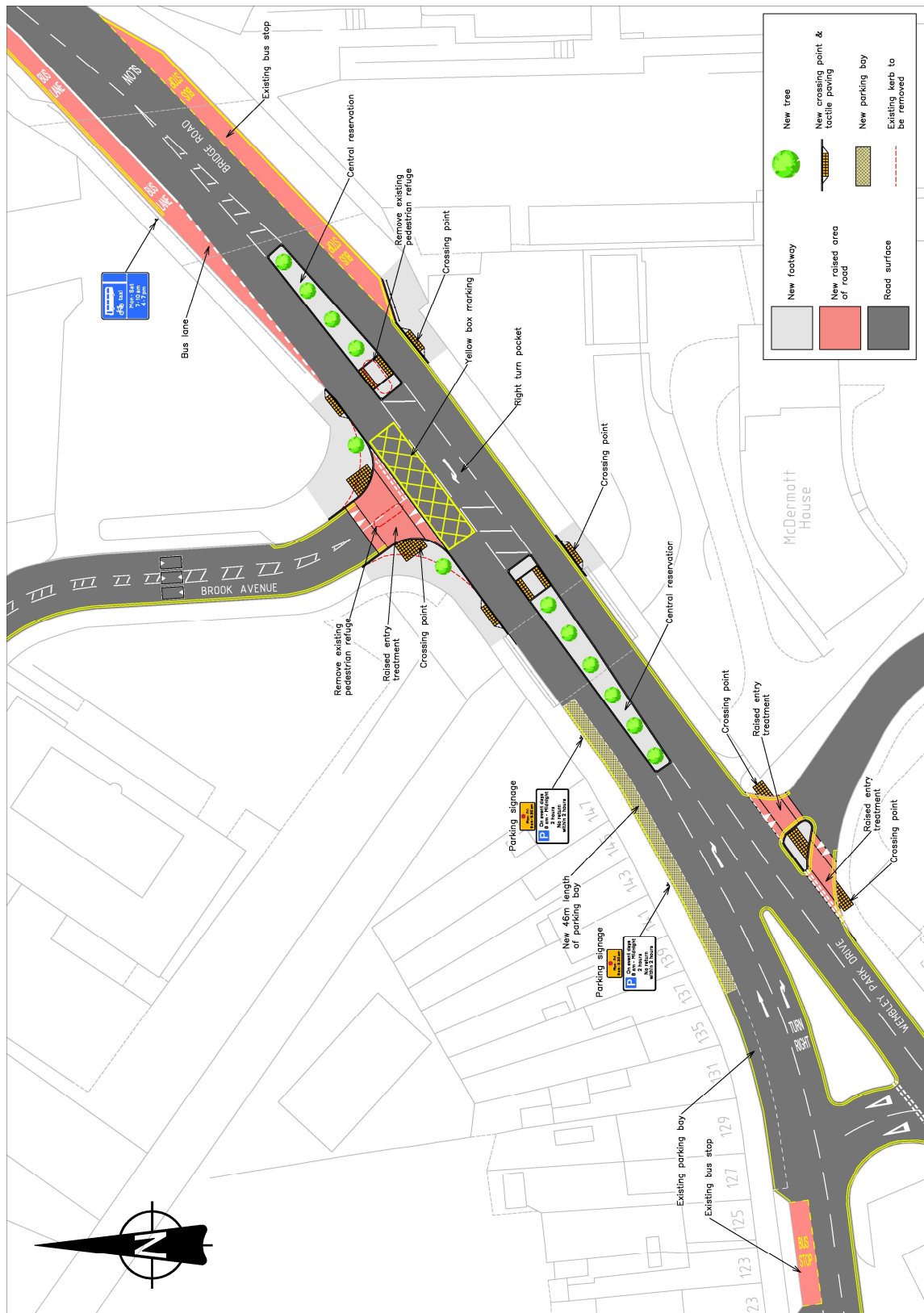
Appendices

- Appendices 1-5 :Scheme drawings
- Appendix 6 – Photograph of a typical Legible London way-finding sign

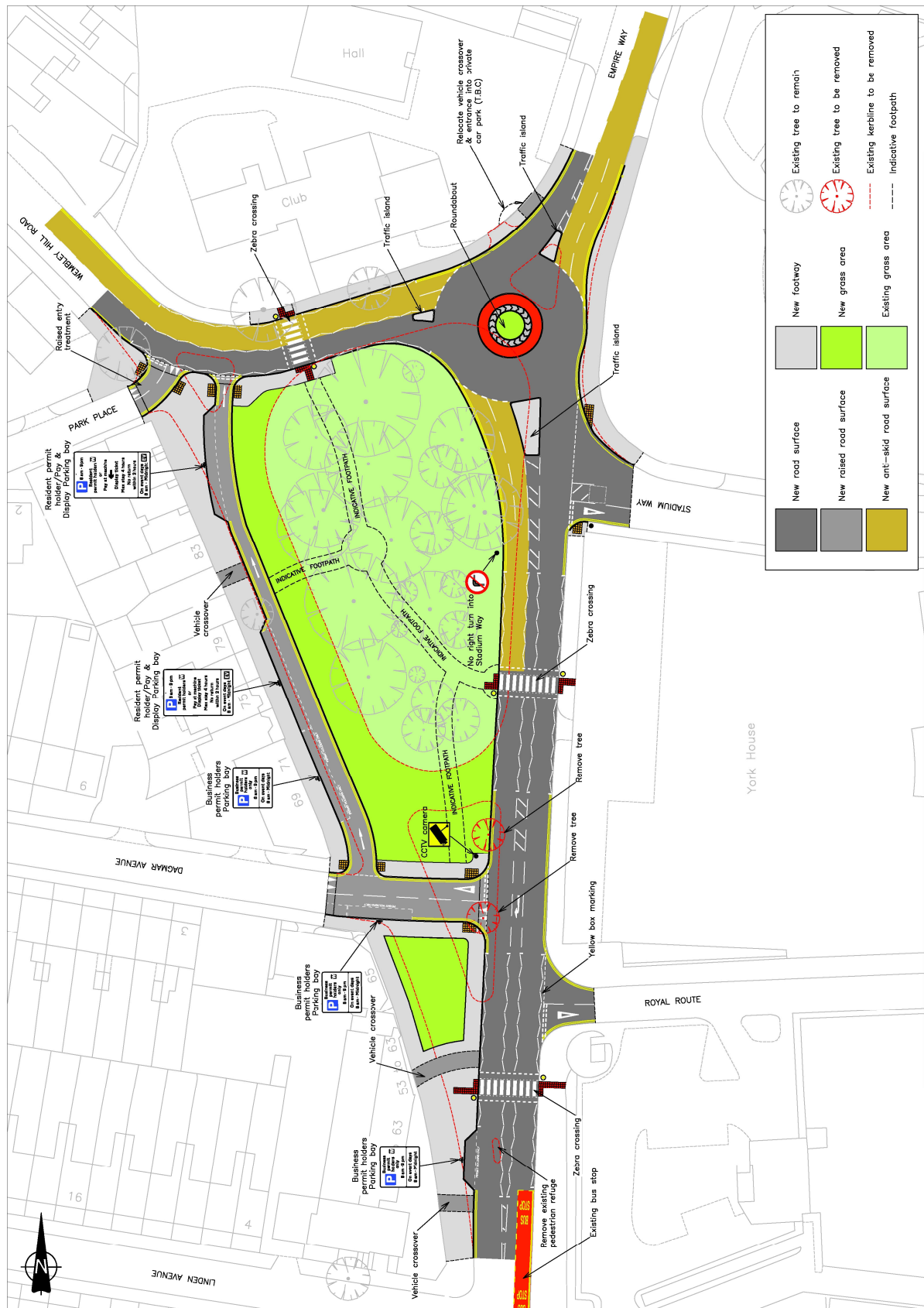
Contact Officers

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Appendix 1: Bridge Road / Brooke Avenue



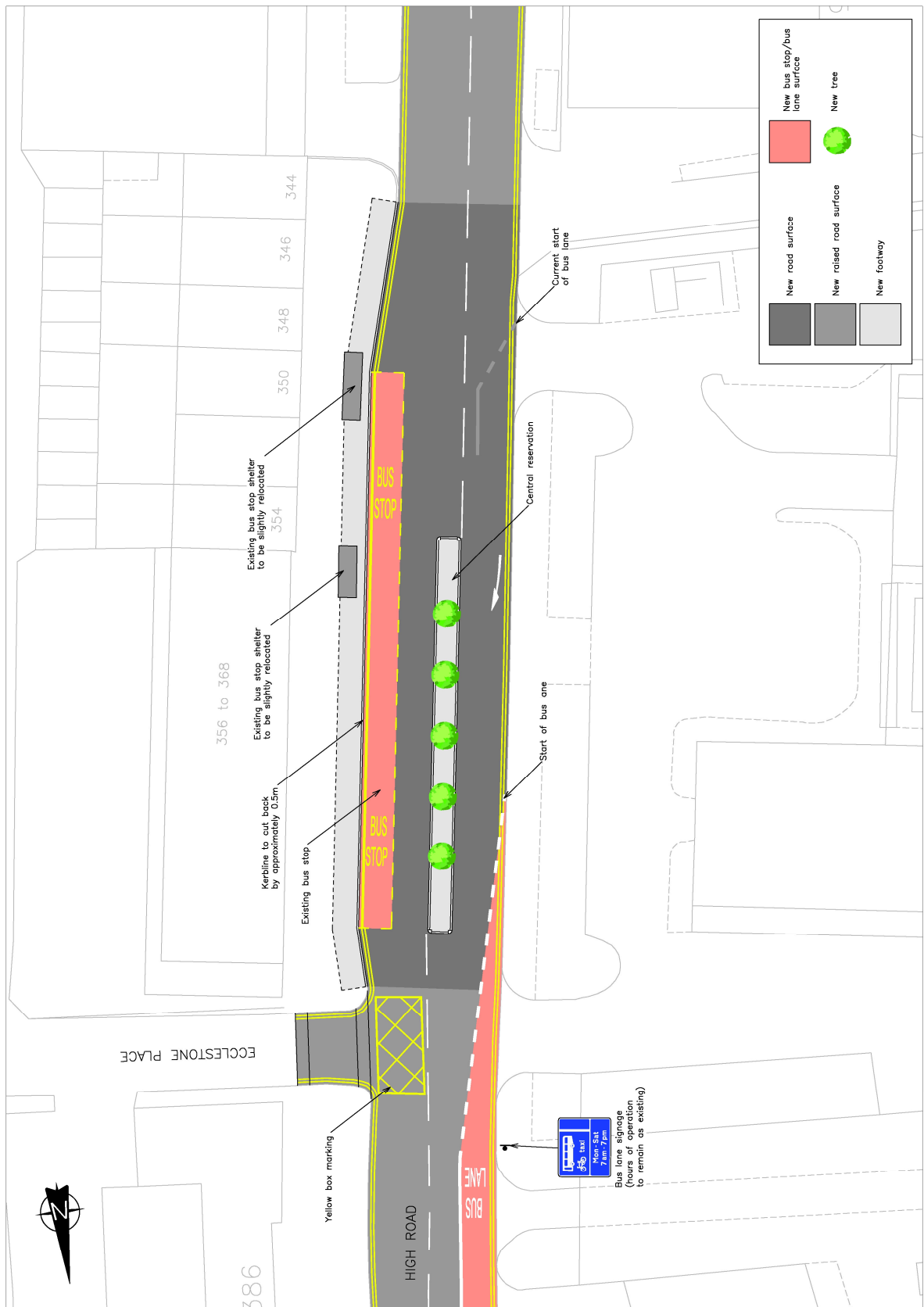
Appendix 2: Empire Way /Wembley Hill Road



Appendix 3: South Way / Wembley Hill Road



Appendix 4: High Road outside of Brent House




Appendix 5: Park Lane / High Road



Appendix 6: Legible London



A "Minilith" style sign on-street, part of the central London pilot projects.

	<p>Highways Committee 23rd March 2011</p> <p>Report from the Head of Transportation</p>
For Decision	Wards Affected: ALL
<p>Controlled Parking Zones programmes 2010/11 and 2011/2012.</p>	

1.0 **Summary**

1.1 This report informs the Committee of the outputs and expenditure on the 2010/11 Controlled Parking Zones (CPZ) programme and seeks approval of the proposed work programme for 2011/12.

2.0 **Recommendations**

2.1 That the Committee notes progress made, and expenditure against, the 2010/11 CPZ works programme.

2.2 That the Committee approves the proposed CPZ work programme for 2011/12.

2.3 That the Committee delegates authority to the Head of Transportation to consider objections and representations to statutory and other consultations undertaken on schemes within the works programme, to report back to the Committee if those objections are substantial but otherwise to implement the schemes, with minor modifications if appropriate.

3.0 **Detailed Report**

3.1 The Committee will recall that, at the meeting on 19th October 2010, a summary report on progress on the 2010/11 CPZ work programme was presented.

At that time progress had been made on all 10 schemes within the programme. Completion of public consultation on 4 schemes had been completed.

At that time a decision on the possible implementation of an emissions based regime of resident parking charges, with a revised scale of charges, had not been made. Recognising that the cost of permits is an important factor for residents when responding to consultation on CPZs, the Committee agreed not to progress any of those schemes where consultation had been completed and to re-consult on those schemes at such time as a decision (on emission based permits) had been made.

Committee agreed that no further work should be undertaken on a scheme to possibly introduce controlled parking in the area bounded by Kenton Road, Northwick Avenue and Churchill Avenue in recognition of an absence of support (as identified through the consultation) for the introduction of controls there.

The Committee also noted that work was progressing on other schemes within the programme that did not involve consultation.

A decision on the introduction of a vehicle emission-based regime, with a new range of charges, for residents parking permits was made on 11th February 2011 and further CPZ consultations have been able to proceed since that time.

3.2 Table 1 summarises the progress anticipated to have been made, and the expenditure, at 2010/11 year end (31st March 2011).

The table also indicates the expenditure that will be required to complete any schemes not completed in 2010/11 during 2011/12, if support for the introduction of controls is identified through consultation.

Scheme	Ward	Summary progress	Estimated expenditure to year end 2010/11 (£k)	Estimated expenditure required for completion (£k)
HY CPZ extension	Harlesden	Outline design complete. Further consultation (following moratorium) nearing completion	30	25
Possible introduction of controlled parking in the Logan Road, College Road, Carlton Avenue East, Grasmere Avenue area west of Preston Road	Preston	Outline design and initial consultation complete. No consultation undertaken since October 2010	30	25

Possible introduction of controlled parking in the area bounded by Kenton Road, Northwick Avenue and Churchill Avenue	Northwick Park	Outline design and initial consultation complete. Decision made <u>not</u> to progress scheme.	15	-
Possible introduction of controlled parking in the area bounded by Ealing Road, Carlyon Road, Abbeydale Road and Queensbury Road	Alperton	Outline design and initial consultation documents complete.	10	25
Possible extension of ST CPZ to include District, Central and Saunderton Roads	Sudbury	Outline design and draft consultation documents completed	10	15
Introduction of pay and display controls in East Lane and Sudbury Avenue in the vicinity of North Wembley Station	Northwick Park / Sudbury	Complete	30	-
Possible introduction of controlled parking in the area south east of Kingsbury Station (Valley Drive, Mersham Drive, Old Kenton lane and Crundale Road	Fryent	Outline design and draft consultation documents completed	10	30
Possible extension of GA CPZ to include Anson Road and Tracey, Henson and Gardiner Avenues	Mapesbury	Outline design and draft consultation documents complete	15	30
Possible introduction of controlled parking in the area in the vicinity of Northwick Circle, including Draycott Avenue and The Ridgeway	Kenton	Outline design and draft consultation documents complete	10	30
Minor changes to				

CPZ's C, E and W to reflect changes and to ensure consistency between site conditions and Traffic Orders	Wembley Central and Tokyngton	Complete	60	-
Rationalisation and improvement of signage in the Kilburn and mapesbury areas of existing CPZ's	Mapesbury (primarily)	Complete	85	-
Changes to MW CPZ	Willesden Green, Mapesbury and Dollis Hill	Consultations complete – objections being considered	10	5
Miscellaneous CPZ related works	-	-	5	-
Totals (£K)			320	185

Table 1: Summary of progress and expenditure (to year end) on 2010/11 CPZ Programme.

- 3.3. The total budget for the 2010/2011 CPZ work programme is £390,000. Table 1 illustrates that the estimated spend will be £320,000. This represents an underspend of £70,000, which is an increase on the forecast in the October 2010 report to Committee. The increased variance is a result of slippage in the programme as a result of a longer than envisaged delay in the resumption of consultation following the decision on the introduction of the emission based resident parking permit regime of new charges and a pressure on staff resources. The underspend has contributed to necessary budget reductions in the 2010/11 Transportation Revenue budget to address the predicted shortfall in general parking income.
- 3.4 As part of the 2011/112 Council budget setting process, savings of £240k and £60k from the (Transportation Revenue budget) CPZ works programme were agreed for the 2011/12 and 2012/13 financial years respectively.
- 3.5 There is a continual need to implement changes to CPZ signage etc. to reflect changes in legislation and street layout changes at an estimated cost of £90k pa. This means that the revenue budget for consulting on new CPZs, or extending existing CPZ's, and subsequently implementing any proposals in 2011/12 will be £60k.
- 3.6 Table 1 illustrates that the cost of completing all works not completed in 2010/11 is estimated to be £185k. This clearly exceeds the budget available.
- 3.7 Officers have developed a proposed 2011/12 programme, identifying which schemes can be funded from other sources, and which schemes should be

given priority. Where no alternative sources of funding have been identified, priority has been given to progressing schemes (in 2011/12) that have been substantially progressed i.e. at least one round of public consultation has already taken place and/or there is evidence of significant parking pressure in the area associated with anticipated local support for the introduction of controls.

3.8 Table 2 outlines the proposed works programme for 2011/2012, estimated costs and the funding sources.

Committee will note it includes a scheme to consult on, and implement if appropriate, on the possible introduction of a CPZ in the vicinity of the Council's proposed new Civic Centre in Wembley. This is consistent with the planning consent (condition 20) and is to be funded from the development budget. Appendix A shows the possible extent of the CPZ (subject to the outcome of consultation).

Consideration has also been given to the inclusion of a review of the existing GM CPZ in the programme. This is consistent with the Committee's response to a petition agreed at the meeting on 9th February 2010. Taking into account the resources available, and the likely absence of a consensus as to what form any new times of operation might take, officers are not recommending the inclusion of a review of GM CPZ within the programme.

It is recommended that the Committee approve 2 schemes, shown in Table 3, as reserve schemes for implementation if an alternative source of funding (developer contribution or other) is identified.

Scheme	Ward	Estimated cost (£k)	Revenue funded Yes / No	Non-Revenue funding source
Completion of consultation, and implementation, if appropriate, of the extension of HY CPZ	Harlesden	25	Yes	-
Consultation and implementation, if appropriate, of possible controlled parking in the Logan Road, College Road, Carlton Avenue East, Grasmere Avenue area of Preston Road	Preston	25	No	Developer contribution
Consultation and implementation, if appropriate, of the extension of GA CPZ to include Anson Road, and Tracey, Henson and Gardiner Avenues	Mapesbury	30	Yes	-
Implementation, if appropriate following review	Willesden Green,	5	Yes	-

of statutory objections of changes to MW CPZ	Mapesbury and Dudden Hill			
Consultation on, and implementation if appropriate, of controlled parking in the vicinity of the proposed Brent Civic Centre, Wembley	Tokington and Preston	100	No	Civic Centre budget (planning obligation)
Consultation on, and implementation if appropriate, on the introduction of controlled parking in the area bounded by Ealing Road, Carlyon Road, Abbeydale Road and Queensbury Road.	Alperton	25	No	Developer (S106) contribution or TfL LIP) budget
Consultation on, and implementation if appropriate, on the introduction of controlled parking in the area south of Kingsbury Station (Valley Drive, Mersham Drive, Old Kenton Lane, Crundale Road etc.)	Fryent	30	Yes	-
Adjustment of signage in existing CPZ's	All wards	90	Yes	-
Programme Total (£k)		330		
Total 2011/12 Revenue funded CPZ work (£k)		60		
Total other sources funded work (£k)		180		

Table 2: Proposed 2011/12 CPZ work programme

Scheme	Ward	Est. cost (£k)
Consultation on, and implementation if appropriate, on the possible extension of ST CPZ to include District, Central, Roundtree and Saunderton Roads	Sudbury	15
Consultation on, and implementation if appropriate, on the possible introduction of controlled parking in the area in the vicinity of Northwick Circle	Kenton	30
Totals (£k)		45

Table 3: Proposed Reserve schemes (for inclusion subject to identification of funding)

4.0 Financial Implications

- 4.1 The (Transportation) Revenue budget allocation for 2010/11 for the CPZ works programme is £390,000.

Expenditure within the 2010/11 financial year will be £320,000 (as shown in Table1) providing a saving of £70,000. This has been utilised to address revenue budgetary pressures in the Environment and Neighbourhood Services Budget – primarily as a result of shortfall in the Parking Revenue Account.

- 4.2 Consequent to confirmation of the Councils 2011/12 Revenue budget the available (Transportation) Revenue budget for implementation of new, extensions of existing and reviews of existing CPZ's is £60,000.

Table 2 illustrates the schemes proposed for inclusion in the 2010/11 CPZ works programme using Revenue funding and illustrates that there is adequate financial provision for that work. All other work identified in the programme will be funded from other (external) funding sources as identified in table 2.

5.0 Legal Implications

- 5.1 "Pay and display" and permit parking methods of parking control and parking prohibitions, (waiting and loading restrictions) associated with implementing the CPZs detailed, require the making of a Traffic Regulation Order under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual Orders and any amendments thereto are set out in the Local Authorities ' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- 5.2 The procedures require a period of statutory consultation, which means the authority, must properly consider any comments and objections to the schemes. If it fails to do this the implementation of the scheme would be unlawful and it would be impossible to enforce. If the process is not carried out properly the decision could be challenged by way of judicial review with the same result.

- 5.3 Members have authorised the Head of Transportation to commence the statutory consultation process in respect of certain schemes and to consider and reject objections or representations if he thinks that they are minor or vexatious. If following the statutory consultation process it is considered the schemes or any of them should go ahead then the Head of Transportation is authorised to implement the schemes. This means a further report will not be brought before the Committee prior to implementation of those schemes if

there are no objections or only minor objections which the Head of Transportation considers should be overruled.

6.0 Diversity Implications

6.1 There are no significant diversity implications associated with the proposals set out within this report.

All public consultation material includes an explanation of how more information about proposals can be obtained. This is available in several languages that are commonly spoken in the borough.

6.2 CPZ consultation takes into account the requirements of different religious organisations in the borough, in respect of parking needs for community establishments during the design of projects. However, decisions on hours, additional or shared facilities are taken “in the round” and may not provide any parking for visitors to such establishments.

6.3 CPZs take into account the needs of people with disabilities through parking dispensations for blue/orange badge holders in parking places, which allow parking without charge or restriction on the length of stay and through the provision of disabled persons parking places, in order to assist the mobility impaired. The control of on street parking also allows greater access to crossing points and at road junctions by preventing obstruction at these locations in order to assist pedestrians particularly the blind or visually handicapped.

7.0 Staffing/Accommodation Implications

There are no significant staffing or accommodation implications arising from the issues set out in this report.

8.0 Environmental Implications

8.1 The implementation of CPZ schemes is in line with Government guidelines and policy relating to integrated transport policy and road traffic restraint. The CPZ will enhance the local environment by removing commuter parking and the wider environment by discouraging certain car journeys.

Background Papers

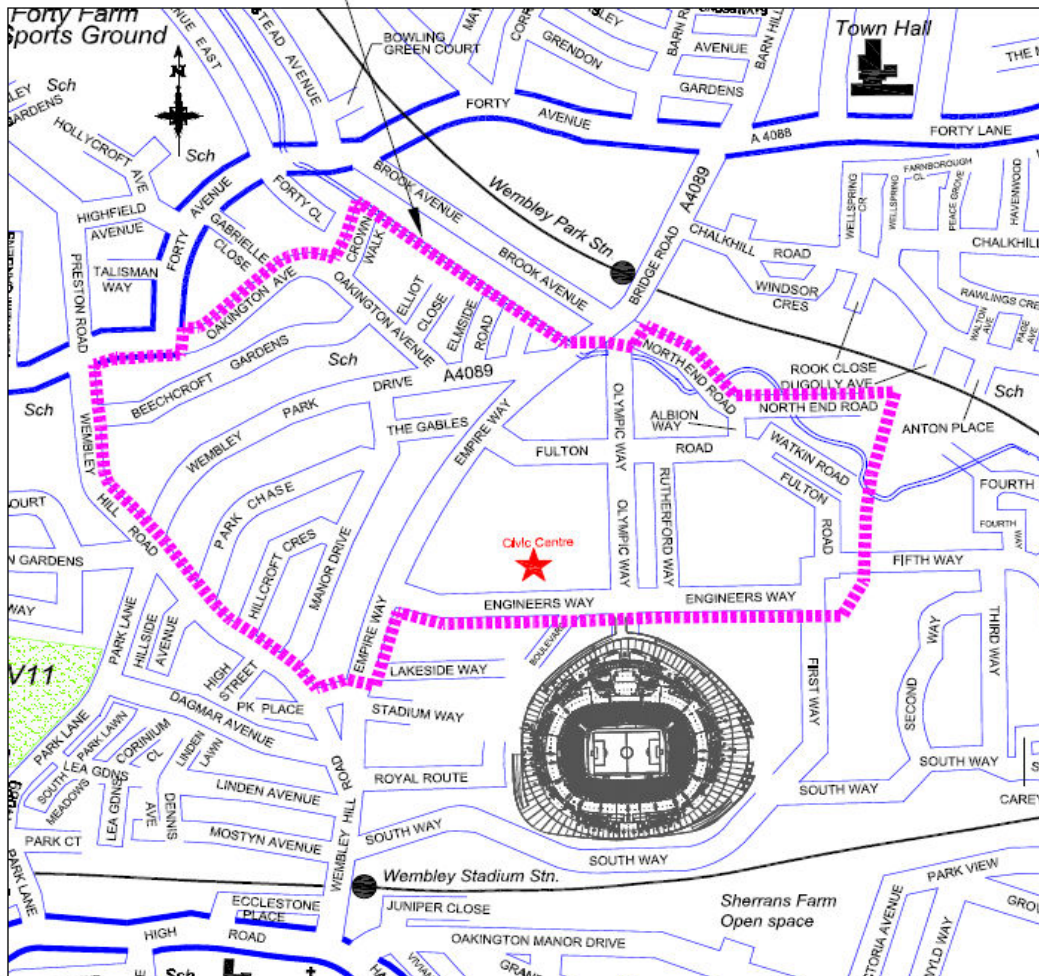
L.B. Brent Parking Strategy (2002)
A New Deal for Transport: Better for Everyone (DETR)
Traffic Management and Parking Guidance for London (GOL)

Any person wishing to inspect the above papers should contact Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5124

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Boundary of proposed controlled parking zone (CPZ) around Civic Centre



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